



Montana Department of Transportation

Aeronautics Division
2630 Airport Road
PO Box 200507
Helena MT 59620-0507

Jim Lynch, Director
Brian Schweitzer, Governor

RECEIVED

APR 03 2007

Ravalli County Commissioners

3-36-2007

MEMO TO: Hamilton Airport Manager

MEMO FROM: Max M. Murphy, Airport/Airways Bureau

SUBJECT: Recent 5010 Airport Inspections

The Aeronautics Division of the Montana Department of Transportation, in accordance with the FAA 5010 inspection program, today has conducted an inspection of Hamilton to update the FAA's 5010 Master Record files. I met with Page Gough during the process, and this is highly appreciated. Enclosed are the results of this inspection, namely, a copy of the marked-up 5010 inspection form, a copy of the revised airport sketch, and a Safety Data Inspection Sheet.

For those of you who need a little refreshing on what the 5010 inspection is, here is a brief overview. In order to assure that the nation's small public use airports do not fall into a state of disrepair and to alert the flying public about potential hazards at airports, the FAA has for a number of years now, mandated that every non-certificated, public use airport in the U.S. be inspected at regular intervals. The results of those inspections are compiled in the form known as the 5010 Master Record. In the State of Montana, the Aeronautics Division is responsible, in most cases, for completing the 5010 inspections under a grant from the Federal Aviation Administration. The purpose of the 5010 inspections is to gather information that can then be disseminated into various flight publications. Most notably, the FAA Airports and Facilities Directory, or sometimes referred to as the FAA green book, derives all of the airport information within it from 5010 inspections. Other publications such as aeronautical charts and instrument approach procedure plates also derive some of their information from these inspections. Numerous privately produced publications rely on 5010 information as their primary source of data. Much information is determined during the inspection including close-in obstructions, hazardous obstacles, numbers of airport operations, visual landing aids, pavement conditions, lighting information and various other safety and general data elements. The inspections also determine, or verify, runway approach slope obstruction gradients. These are used in determining whether runways meet the necessary criteria for precision and non-precision approaches.



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I would like to stress that these inspections are NON-regulatory in nature and the airport is not required to "pass" the inspection. These inspections are performed in the interest of safety and facility notification. A copy of general information is sent federally and a copy is kept here in our offices. Data elements on the 5010 form which are preceded by a ">" symbol are considered critical safety items, and as such, you should report any subsequent changes in them to your FAA Flight Service Station (FSS) in Great Falls (the FSS telephone number is 1-800-992-7433).

One of the items you have received is the Safety Data Inspection Sheet. On this sheet, your attention should be directed to those items preceded with a check mark. We recommend that appropriate measures be taken to correct those problems not only to improve the condition of the airport and enhance safety, but also to lessen the threat of liability exposure. An airport owner may be held liable for an accident or incident that occurs with contributing factors such as an improperly maintained approach slope surface, bad runway markings, or safety area surface obstacles. Remember, it is an airport manager's responsibility to request a Notice-to-Airmen (NOTAM) be issued to advise pilots of any safety-related problems that cannot be immediately corrected. Please note, it may be a good idea to send a copy of the Inspection Safety Data Sheet to the airport owner. This may help reinforce your efforts in obtaining the funds and support required of the owner to correct safety and/or maintenance deficiencies that we have identified.

The Montana Aeronautics Division greatly appreciates your efforts to provide a safe general aviation airport to the flying public. If you have noticed any discrepancies, would like to add anything, or have any questions regarding the inspection, please feel free to contact me at the Division. Thank you.

Max M. Murphy
Aviation Support Officer
406-444-2506

AIRPORT SAFETY DATA INSPECTION SHEET

AIRPORT: Hamilton

INSPECTOR: Max M. Murphy, AVIATION SUPPORT OFFICER

INSPECTION DATE: 3-26-2007

- | | |
|--|---|
| <input checked="" type="checkbox"/> Runway Surface is/has: | Explanation: |
| ___ Rough/Uneven | |
| ___ Foreign Object Debris | |
| <input checked="" type="checkbox"/> Cracks Greater than 1/8" | Normal aging cracks |
| ___ Other | |
|
 | |
| <input checked="" type="checkbox"/> Runway Edge and Sides have: | Explanation: |
| ___ Erosion | |
| ___ Weed Encroachment | |
| ___ Other | It is mowed and eliminated nicely |
|
 | |
| <input checked="" type="checkbox"/> Taxiway Surface is/has: | Explanation: |
| ___ Rough/Uneven | |
| ___ Foreign Object Debris | |
| ___ Cracks Greater than 1/8" | Normal aging |
| ___ Other | |
|
 | |
| <input checked="" type="checkbox"/> Runway Markings are: | Explanation: |
| ___ Non-Standard | |
| ___ Faded | |
| ___ Other | |
|
 | |
| <input checked="" type="checkbox"/> Taxiway Markings are: | Explanation: |
| ___ Non-Standard | |
| ___ Faded | |
| ___ Other | |
|
 | |
| <input checked="" type="checkbox"/> Runway/Threshold Lights are: | Explanation: |
| ___ Non-Standard | |
| ___ Broken/Missing | |
| ___ Obscured by Weeds | |
| ___ On Non-Frangible Posts | |
| ___ Other | Nicely maintained |
|
 | |
| <input checked="" type="checkbox"/> Runway/Threshold Cones are: | Explanation: |
| ___ Faded | |
| ___ Spaced Oddly | None, runway end lights are well taken care of. |

☐ Obscured by Weeds
☐ Other
☒ Taxiway Lights/Markers are: Explanation:
☐ Non-Standard
☐ Broken/Missing
☐ Faded
☐ Obscured by Weeds
☐ Other

Normal

☒ Segmented Circle has/is: Explanation:
☐ Windsock which is faded
☐ Windsock which is missing
☐ Faded
☐ Obscured by weeds
☐ Other

☒ Mobile Hazards on Runway: Explanation:
☐ Vehicles have Unlimited Access
☐ Livestock on/in Vicinity of the Runway
☐ Birds on/in vicinity of Runway
☐ Wildlife on/in vicinity of runway
☐ Pedestrians on/in vicinity of runway

OBSTRUCTION DATA

The following obstructions were identified within the approach surface for the identified runway end. Only those obstructions that penetrate the following approach surfaces are listed: 20:1 for visual approach runways and 34:1 for non-precision approach runways. Slopes are in terms of run to rise in feet.

Runway End: Previous Obstructions

Current Obstruction

A tree off to the South of rwy 34 the Airport Manager Page Gough said he would eliminate to give the circling approach to 34 a 34:1

The following items were identified as obstructions within the primary surface or Approach slope, runway safety area of the following runways:

Page Gough told me about the plans to remove the trees & hill off the North side of runway 16.

Other additional comments: Page Gough is doing a good job at keeping the Hamilton airport safe and continues keeping the lights ~~fixed~~ repaired and keeps cleaning up the airport to keep it safe as possible.